P803217/WO/1

DaimlerChrysler

Abstract

The invention relates to a method in which exhaust gas is retained in the combustion chamber of an internal combustion engine and compressed during a charge change, a first fuel quantity being injected into the retained exhaust gas by means of direct fuel injection. A second fuel quantity is subsequently fed to the combustion chamber so that a homogeneous fuel/air mixture is obtained in the combustion chamber. In this context, an auto-ignition time of the fuel/air mixture which is formed from the first and second fuel quantities is set as a function of a quantity ratio of the first fuel quantity to the second fuel quantity.